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[130]

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a1065]

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[1386]

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[1134-2]

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[25]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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DEATH.

On December 19th, at Shanghai, AMY, daughter of the late PIERCE HARRIS-PURCELL of Shanghai.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 27TH, 1911.

The volume of that interesting series, the "Home University Library," that will attract the greatest attention among residents in the Far East is "The Civilization of China," by Professor H. A. GILES. While admirably fulfilling the purpose of the series—"each volume to constitute a vivid introduction to its subject, throwing into relief its fundamental principles and ideas, to be an incentive to further study rather than a dry text-book"—it furnishes also the most complete and comprehensive view of the history, manners and customs, literature and art of China that has ever been produced at so low a price or compressed into so limited a space. A more readable, and at the same time accurate, work on the subject it is hard to imagine. An obstacle difficult to avoid in the production of popular works on China is the tendency to overload the pages with proper names, uncouth and often confusing to one not versed in the language. Dr. GILES has kept his pages remarkably free from this defect, without in any way sacrificing historical clarity; even the few proper names that are introduced will be known of many of their terrors by the easy clues given to their pronunciation. The work gives a wonderfully realistic picture of Chinese life, and is valuable also for the wealth of solid information and scholarly disquisition that it contains: the notes on

Chinese literature and art will be found especially interesting. At the same time, the work illustrates the bad effect that the trammels of a definite limit of size have on an author. It is impossible to compress a description, historical and sociological, of the civilization of China into 250 small pages, and prevent the work from degenerating into a dull catalogue of facts, without epitomizing severely in some parts, and being unduly discursive in others. In the present case, the historical review has been cut down, so much that it scarcely gives a true impression of all the vicissitudes that China has undergone; moreover, it is so broken up by digressions that it is difficult for the reader to maintain the necessary continuity of idea unless he is already acquainted with the salient points of Chinese history. Why the work was planned on these lines we cannot understand. It should be obvious that the interpolation between the notes on bygone ages of whole chapters descriptive of the manners and customs of the present day can but lead to confusion.

Why were not the first couple of chapters devoted to a historical review, and the remainder to pictures of Chinese life and descriptions of manners and customs? Again, no one will deny the need of a certain amount of "padding" in a work of this sort, but we think Dr. GILES has dipped a little too deeply into his stores of curious antiquarian and classical lore. Other points that might be remedied in a future edition are the obvious slip on page 210, where CH'EN LUNG is credited with personal peculiarities that history really ascribes to Liu Pei; the remarks on dialects give a false impression on account of the omission to state that "Mandarin," more or less modified, is the language in general use throughout three-fifths (at least) of the country; no mention is made of the numerous aboriginal races—the Miao, Lolo, Lisu, and so forth—nor of the Hukus, though these are weighty factors in an estimate of the civilization of China, the Taiping rebellion, too, is passed over, and so an important element in the Chinese character—fanaticism—is slurred. The most remarkable feature of the work is the revelation it gives of China as a country essentially democratic both in its life and its government. The idea common in the Western world of China as groaning under the yoke of an absolute despotism must now vanish people tax themselves." We doubt whether the oldest foreign resident can find a case in which an unpopularity tax has been successfully imposed on the people. The Stamp Duties, that were to have been levied in the course of 1910, are a standing example of the impossibility of such a proceeding. In spite of the fact that they were established by Imperial Edict, and were to be general through the whole Empire, it was soon proved conclusively that the Emperor's writ runs no distance when it is in opposition to popular sentiment. Delay after delay took place, while each province tried to evolve such modifications of the Imperial law as would be acceptable to the people; compromise after compromise was essayed, but still the Edict remained a dead letter.

What comparison is there, then, between the democracy of China, and that of a country in which any party that gets a chance majority in the House of Commons can impose whatever taxes it pleases, with neither Lords, King, nor people able to say them nay? Until recent years, China has possessed no real army, and consequently has, except in a few places, had no means in the last resort of enforcing an unpopular law. There can be no doubt, indeed, that this fact, and the change effected with the establishment of a modern army, have contributed largely to the success of the present revolutionary movement. The people become more distrustful of the Throne and Government when they see it providing itself with means for enforcing its more odious commands; hence, a revolutionary manifesto says: "The proper purpose of the army is to oppose foreigners, not to oppose the people. Suppose it be used to fight against the people, then it becomes a troop of executioners armed with rifles and cannon." Again the spirit of democracy has manifested itself strongly in the enthusiasm of the people for the pseudo-constitution granted by the Edict of 1907. This seemed to promise them means of taking an active share in the government in addition to the powers of resistance they already possessed. It was when they discovered the barrenness of the institution ("like eating painted cakes," one pamphleteer calls it) that became certain that a breach with the old régime must come sooner or later. As Dr. GILES says: "The great democracy of China, living in the greatest republic the world has ever seen, would never tolerate any paltering with national liberties in the present or in the future, any more than has been the case in the past." This significant sentence, and especially the pregnant phrase "the

great democracy of China," may be taken as typical of the author's attitude, and he deserves the thanks of all who have to deal in Chinese affairs for having expressed it in such unmistakable terms.

The *Empress of China*, after being refloated, was taken to Uraga to be docked and overhauled.

Two men were at the Magistracy yesterday each sentenced to a month's imprisonment for begging.

Dr. G. E. Morrison, the Peking correspondent of the *Times*, arrived in Shanghai from the capital. He came by way of Hankow and Nanking and took train from the latter place to Shanghai.

It is officially announced by advertisement that the dates of the annual Race Meeting have been altered to Tuesday, February 20th, Thursday, 22nd, and Friday, 23rd, to coincide with the usual holidays following the Chinese New Year.

At a meeting of the Shanghai Chamber of Commerce last week the following resolution was adopted by 42 votes to 3:—"That this meeting is of opinion that it is advisable to curtail the issuance of Chinese bank orders to three days and to abolish the Waywash chop."

Two Chinese schoolboys, after leaving school on Monday, had an argument concerning the Revolution. The tiff led to a quarrel and one boy is supposed to have taken a pocket knife out of his pocket and slashed the other on the throat. The wounded boy was taken to hospital. The assailant has not yet been arrested.

At the Magistracy yesterday, Lance Sergeant Wills charged a Chinese with the lacancy of \$5 from an Indian living in Austin Road, Kowloon. It appeared that the Indian gave the man a number of mineral water bottles to take to a shop in order to collect the deposit paid on them. The man instead of taking the money back to the Indian, kept it. He was fined \$5.

News reached the Colony a few days ago that an employee of the Asiatic Petroleum Co. had been shot up the West River. It now transpires that it was the result of an accident. The unfortunate man is Mr. W. A. Blumenthal, and the accident occurred while he was examining a revolver belonging to an officer of H. M. S. *Robin*, neither of them being aware at the time that it was loaded.

CHRISTMAS IN HONGKONG.

In all Christendom nothing like a case in which an unpopularity tax has been successfully imposed on the people. The Stamp Duties, that were to have been levied in the course of 1910, are a standing example of the impossibility of such a proceeding. In spite of the fact that they were established by Imperial Edict, and were to be general through the whole Empire, it was soon proved conclusively that the Emperor's writ runs no distance when it is in opposition to popular sentiment. Delay after delay took place, while each province tried to evolve such modifications of the Imperial law as would be acceptable to the people; compromise after compromise was essayed, but still the Edict remained a dead letter. What comparison is there, then, between the democracy of China, and that of a country in which any party that gets a chance majority in the House of Commons can impose whatever taxes it pleases, with neither Lords, King, nor people able to say them nay? Until recent years, China has possessed no real army, and consequently has, except in a few places, had no means in the last resort of enforcing an unpopular law. There can be no doubt, indeed, that this fact, and the change effected with the establishment of a modern army, have contributed largely to the success of the present revolutionary movement. The people become more distrustful of the Throne and Government when they see it providing itself with means for enforcing its more odious commands;

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TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE STRIKE AT DUNDEE.

LONDON, December 25th.

The strike at Dundee was settled at three o'clock this morning, through the mediation of Sir G. Askwith. The carters and dockers are receiving advances in their wages.

Most of the works have resumed operations and contractors are rushing supplies forward.

AMERICAN SUGAR CROP.

London, December 25th.

Reuter's correspondent at New York wires that a moderate estimate predicts that the sugar crop will produce 1,825,000 tons, exceeding the record of the 1910 crop by 15,000 tons. Other estimates place the crop as high as 1,875,000 tons.

RUSSIA AND PERSIA.

HOSTILITIES CONTINUE.

London, December 25th.

The Vice-Governor of Teheran estimates that five hundred Persians have already been killed in the fighting. He states that the Russians ignore all overtures for the cessation of hostilities and are butchering women and children.

LATER.

Reuter's correspondent at St. Petersburg wires that shooting still continues at Tabriz. After a ministerial consultation, the Viceroy of the Caucasus has been ordered to send the largest possible reinforcements to Tabriz.

THE MEJILISS DISMISSED.

Reuter's Teheran correspondent states that, with the approval of the Cabinet, the Regent has dissolved the Mejiliss. The Government has definitely accepted the Russian ultimatum and the Russian Minister has signified his acceptance of the Persian reply.

RUSSIAN JUSTICE.

The *Novoye Vremya* quotes the Director of the Persian Department of the Foreign Office as saying that Russia would take justice into her own hands at Tabriz, Resht, and Enzeli, and would show no mercy to the revolutionaries for the shedding of Russian blood.

LATER.

Reuter's correspondent states that the Persian Cabinet has notified Mr. Shuster of the decision.

It is reported at Shiraz that British sailors fired on the Indian seafarers who were proceeding to meet the British consul. One sailor was killed.

TURKEY AND ITALY.

ABOVE-TURKISH ATTACK.

London, December 25th.

Reuter's correspondent at Rome states that the Turks twice attacked the redoubts at Benghazi on the night of the 22nd inst., but were driven off after a six hours' action, in which the warships participated. The Italians lost seven killed and sixteen wounded and the enemy lost heavily.

A RED SEA INCIDENT.

LATER.

The Italian cruiser *Puglia* seized the hospital ship *Kaiserlich* in the Red Sea, although she was flying the Red Cross flag. A search showed that there was an entire stock of hospital appliances on the ship, and this aroused the suspicion that she was being used as a transport.

TURKISH REPORTS.

Constantinople papers state that continuous fighting has taken place in Tripoli and Cyrenaica, resulting favourably to the Turco-Arabs, who, it is stated, are full of vigour and enthusiasm.

FIGHTING IN MOROCCO.

London, December 25th.

Reuter's Madrid correspondent states that the natives near Melilla attacked the Spanish troops on Friday. There was severe fighting along a front of nearly forty miles. The Spanish casualties were nine killed and thirty-eight wounded, including several officers. The natives lost heavily.

LATER.

Reuter's correspondent at Madrid states that there were further furious attacks on the Spanish positions in the Melilla hinterland on Saturday and Sunday. The Spanish casualties were 17 killed and 41 wounded.

GERMAN MINISTER HONORED.

London, December 26th.

The Kaiser has conferred the Order of the Red Eagle with brilliants on Herr von Kiderlen-Waechter.

TORONTO TRAMCAR WRECK.

London, December 26th.

A crowded tramcar has been wrecked at an open switch in Toronto. Two people were killed and forty injured. A Naval Captain named Deacon, of Plymouth, was seriously injured. His wife was killed.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, December 23.

THE CANTON-KOWLOON RAILWAY.

The Canton-Kowloon Railway is now running through trains up to schedule and the railway people have all left Shamian and are back at their quarters in Tung Shati. This means that quietness has been restored all along the line and says volumes for the energy of the new Government. A fortnight ago it looked as if the Chinese section of the railway was doomed, and it seems almost certain that traffic would be suspended for an indefinite period owing to the bands of looters who were running about the villages on the route; but strenuous measures have been taken with the result that all is peaceful now.

THE STATE OF PAKHOI.

I hear from a gentleman who has just returned from Pakhoi to Canton that conditions there are quite as bad as has been reported. The pirates and robbers had quite gained the upper hand and the people in the town were quite terrorized. The Custom house, being the strongest and most defensible building in the town, was barricaded and the eighteen Europeans in the town took refuge inside. For more than a week all the women and children took refuge there. The troops who were supposed to be guarding the town sold their rifles and ammunition when they heard that the two thousand troops were coming down from Canton, and they cleared off and left the place absolutely defenceless against the inroads of the brigands. I hear from the same authentic source that if the troops had arrived five hours later the town would have been blown up.

December 24.

MILITARY ORGANISATION IN CANTON.

I have made exhaustive inquiries regarding the military in and around Canton and have obtained information on the matter which may be taken as being as reliable as Chinese information can be. The really trained troops fall under three heads. First, what are called the *Dare to Die* troops. They are divided into two sections. These

number about ten thousand in all, and are under a leader called Tang Yuk Nam. Of this section about three thousand have been despatched to the North to proceed to the capture of Peking. These men are very loyal to the new Government and when they lack in military discipline and efficiency they make up in enthusiasm. They are all armed with modern rifles and are well equipped. Secondly, there are the old trained troops called Luk Kwan troops who were under the command of Wong Si Lun. These now number about five thousand men and are the best armed and best disciplined troops at present in Canton. These form the real nucleus of the army and are the only ones really trusted by the authorities at the Yamen. Then, thirdly, we have the Hungshan troops, who number about five thousand and who are under Chun King Man. The district from which they come provides the best soldiers in the province and they are quite a formidable band. They are at present in the eastern part of the city around Tai Sha Tau and the East Gate, and the Chinese papers state that they call themselves the "Destroyers of Peking" and wish to be despatched to the North. This forms the most reliable part of the forces and is the section which would be trusted in the event of any insurrection.

The men are at present under good control and have not caused any serious trouble to their officers so far. The next part of the military organization is the problematical part, the "robber and pirate" troops. These get different names and are popularly called the "People's Army"; but the various sections take their names from their respective leaders. The two chief leaders are Sau Wing Fuk and Li Fuk Lam. The first-named has about fifteen to twenty thousand. The first lot are at present quartered in the city and suburbs and the second in Honan. As will be seen from a comparison of the numbers, this force is one to be reckoned with, and the fact that the whole company of them are armed to the teeth does not make their presence in the city any more desirable. Of course it must be remembered that while these men are called the pirate army they are not all men who have been actively engaged in robbery before enlistment. This certainly forms the core of the batch, but more than fifty per cent

THE REVOLUTION.

THE NEW PRESIDENT OF KWANGTUNG.

Mr. Wu Han-man, who has been acting as President of Kwangtung, having gone with Dr. Sun Yat Sen to Shanghai, Mr. Chan Kwing-ming, the Vice-President is administering the Government until the arrival from Shanghai of Mr. Wo-ang Ching-wai, who has been appointed President of the Province. Following the abortive revolutionary effort at Canton in May last, Mr. Wong was arrested in Peking and kept in prison until about two months ago, when he was released at the solicitation of the ex-Viceroy of Canton. The new President who is about 30 years of age, studied in Japan. Previous to going to Japan he conducted a newspaper in Canton.

He was recommended for the Presidency by Dr. Sun Yat Sen, and he was duly elected at a meeting of the leading citizens of Canton held on Monday.

REPORTED MURDER OF TUAN FANG.

Peking, Dec. 18th.

Chungking missionaries in letters to Hankow report that Tuan Fang, former Director General of the Hukung Railway, has been killed at Tschow by his own soldiers.

At a banquet to which he had previously entertained his officers, Tuan Fang announced that it was not his intention to proceed to Chungking, and he promised a reward of Rs. 40,000 for safe passage of Sianfu.

The report is that Tuan Fang discovered disloyalty amongst his soldiers and sought to escape in a chair, his brother accompanying him. He was detected, and whilst endeavouring to persuade the soldiers not to molest him, he received a sword slash. In answer to his inquiry, "Would you kill me?" he was answered, "Yes." The soldiers told him to kneel, and when he refused to do so, he was hacked to pieces. His brother shared the same fate.

Tuan Fang's army has returned to the neighbourhood of Chungking.

The missionaries also give evidence to the report that Chungking has joined the revolt. N.C. Daily News.

BRITISH TRANSPORT FIRED ON.

In the str. *Kwongtung*, conveying the British troops, duly arrived in Hankow on the 14th, but without being again stopped by the revolutionaries. The first occasion was at Nanking, when the vessel was stopped and searched. This, one would have thought, says the *Hankow Daily News*, would have been quite sufficient to convince the revolutionaries that the vessel was a British transport with British troops and supplies on board and nothing more. But apparently such was not the case, for while the vessel, accompanied by the British torpedo-boat *Whiting*, passing Hankow the guns of that fort opened fire. Six blank shots were fired in rapid succession and two shells followed those before the steamer had time to slow down and come to anchor. The *Whiting*, which had immediately cleared for action, was then board.

ed by an officer from the shore and the *Kwongtung* was allowed to proceed. She went up to Hankow escorted by H. M. S. *Kinsella*. Two mountain guns are part of the equipment of the force.

THE POWERS AND THE CONFERENCE.

FORMAL REPRESENTATIONS.

At 11 o'clock last Wednesday morning the representatives in Shanghai of the six great Powers—Messrs. E. D. H. Fraser, C.M.G. (Great Britain), Anos P. Wilder (U.S. of America), P. von Buri (German), Dejean de la Batre (France), V. Gross (Russia) and A. Arayoshi (Japan), all Consuls-General in Shanghai for the nations they represent, called upon Dr. Wu Ting-fang, Foreign Secretary of the Provisional Republican Government, and each presented an identical note:

To make the following unofficial representations to the Commissioners whose task it is to negotiate the conditions for restoring peace in China; that their Governments considered that the continuation of the present struggle in China exposed not only the country itself, but also material interests and the security of foreigners, to grave danger. Maintaining the attitude of absolute neutrality, which they had hitherto adopted, these Powers deemed it their duty officially to call the attention of the two delegates to the need of arriving, as soon as possible, at an understanding, calculated to put an end to the present conflict, being persuaded that this view was in accordance with the wishes of the two parties concerned.

DR. WU TING-FANG'S REPLY.

Dr. Wu Ting-fang having thanked the Consuls for calling upon him said, in effect, that having heard the representations from their respective governments he would now due regard to them. He was a man of peace and a member of several peace societies, and that indicating his principles, he need scarcely say that he would do his best to accomplish what was desired as far as he could. It had to be remembered that the Chinese were fighting for liberty, freedom, and good government; and further, that if peace was hastily patched up, without due consideration, it might lead to serious consequences. If another revolution were to break out, it would be much worse than the present one, and therefore great care had to be taken to secure a peace which would be based upon solid foundations and be permanent and lasting. If peace could be secured upon these terms, it would not only be beneficial to all foreigners in China, but to all foreign nations, and he felt sure that the Consuls and their respective Governments would see the justice of his remarks and would sympathize with the aims of his party. He would do his best to secure peace on these terms; and if he could do so in a way not contrary to the instructions of his people, they might rest assured that he would do so.

DELIVERY TO H. E. TAN.

The same note was subsequently presented by the Consuls-General to H. E. Tang Shao-yi, who replied with formal but at the same time cordial thanks.

THE PEACE CONFERENCE.

The conference was re-opened at the Town Hall at 3 o'clock, in consequence of telegrams received from Yuan Shih-kai stating that the Imperialist generals had received new orders to stop fighting, and continued until 6.15, at which time the following statement was issued for publication:

1. It is mutually agreed that the armistice should be extended for a period of seven days, i.e., from December 24, 8 a.m., to December 31, 8 a.m.

2. Dr. Wu Ting-fang advocated the necessity of establishing a republican form of government for China. He believed that China is fully prepared to welcome the new republic. He said in substance as follows:

"The people of China will accept no other form of government than a Republic founded upon the will of the people. Since we can appoint delegates to represent us both in the various Provincial Assemblies and in the National Assembly at Peking, why are we not qualified to elect a President as the chief executive of the nation?

"The Manchus have shown their utter impossibility of governing the people for 267 years. They must go out. A government may be well likened to a trading company. If the manager, through incapacity or dishonesty, causes the failure of the concern, he has no business to continue in office; a new manager must be elected by the shareholders."

The Republican Party does not intend to drive the Manchus out, nor to ill-treat them. On the contrary, they want to place them on a perfect equality with the Chinese, enjoying together the blessings of liberty, equality and fraternity."

H. E. Tang expressed his readiness to accept Dr. Wu's views but as the matter is one of the greatest importance, he has to communicate with Peking.

The document was initialed by the two Commissioners.

TANG SHAO-YI'S POSITION.

According to other information Tang Shao-yi's position was even more strongly put. He expressed himself personally disposed for the republican, as the only basis of stable government, but raised the question of Tibet, Turkestan and Mongolia and how they would be affected.

Dr. Wu Ting-fang replied that there would be no difficulty here; the scheme for China Proper would include all—N. C. Daily News.

THE FAR EAST IN PARLIAMENT.

QUESTIONS BY MR. GERSHOM STEWART.

PIRACY ON THE YANGTSE AND CANTON RIVER.

In the House of Commons on the 29th ult., Mr. Gershon Stewart asked the First Lord of the Admiralty if he could say whether there had been any interruption of the usual service of British steamers on the Yangtze or the Canton river owing to piratical attacks; and, if so, whether the daily service had been restored.

Mr. Acland, who replied, said:—"The revolution in China has, of course, caused widespread disturbance, and the most important events, or those on which instructions are required, are reported by His Majesty's Minister at Peking by telegraph. He has not, so far, reported on what is the subject of the question.

Mr. Stewart asked the First Lord of the Admiralty in view of the fact that British steamers had been recently attacked by pirates in the West River, would he say what British ships of war there are available for patrol duty between Hongkong and Wuchow.

Mr. Churchill: Besides several large ships at Hongkong, the *Rosario* is at Canton, and three river gunboats are in the West River.

PROTECTION OF BRITISH SUBJECTS IN CHINA.

Mr. Stewart asked the First Lord of the Admiralty if he would give the names of His Majesty's ships on the Yangtze and at Shanghai, and are they able to land a sufficient force for the protection of the British settlement should the necessity arise; and would he say whether there is a man-of-war wintering at Tientsin.

Mr. Churchill: The vessel at Shanghai and on the Yangtze are the *Newcastle*, *Cadmus*, *Clio*, *Bramble*, *Britomart*, *Thistle*, and *Alacrity*, besides seven river gunboats. A naval force could be landed at Shanghai in case of a sudden grave emergency, but in the event of an actual defence of the settlement becoming necessary His Majesty's Government would have to consider other methods of protection. There is no British man-of-war at Tientsin.

Mr. Stewart asked the First Lord of the Admiralty if he would state how many gunboats or shallow draught cruisers there are in reserve at Hongkong, and are reserve crews immediately available for them in the event of further protection being required at any of the treaty ports in China.

Mr. Churchill: There are no vessels of the class indicated in reserve at Hongkong.

Mr. Stewart: In view of the necessity which might arise at any moment, will the First Lord consider the advisability of reinforcing the gunboats there with cruisers either from the Australian or Indian Station?

Mr. Churchill: Two cruisers have been ordered from the Australian Station to reinforce the China Station.

On the following day Lord C. Beresford inquired whether the gravity of the situation was increasing in China; whether British interests predominated over those of any other country; and, if so, whether the Admiralty intended to strengthen our squadron in these waters.

Mr. Churchill (First Lord of the Admiralty): Two cruisers have been ordered from Australia to join the China Squadron temporarily, and they will reach Chinese waters shortly. This step has been taken as a precaution in view of possible developments. I must ask to be excused from making any general statement as to affairs in China.

RAILWAY SERVICES IN CHINA.

Mr. Stewart asked the Foreign Secretary if he had any information as to whether the railways between Shanghai and Nanking, and Kowloon and Canton, are still running their usual services of rains.

Sir E. Grey: I believe that trains are running between Shanghai and Nanking and between Canton and Kowloon, but I cannot say whether the usual number are running.

AN AID TO DIGESTION.

That heavy feeling after the principal meal of the day is quickly dispelled by PINKLETS, the ideal after-dinner pill. They regulate the liver, cure constipation. Of Chemists for 60 cents, or post free, from The Dr. Williams Medicine Co., 84, Szechuen Road, Shanghai.

THE CAPITAL OF INDIA.

THE CASE FOR ITS TRANSFER FROM CALCUTTA.

CLAIMS OF ANCIENT DELHI.

In view of the enormous interest aroused by the King-Emperor's announcement at the Durbar that the Government of India would be transferred from Calcutta to Delhi, we reproduce the following views printed in the *Pioneer*, Allahabad, on December 3.

Bengal is of importance to the Government of Bengal and it should have its status as one of the provinces in the eyes of the Government of India. But it is in no way desirable that Bengal, being what it is and what it always must be, should retain its title on precarious tenure, unless its position is established by strong advantage in the matter of economy and administrative convenience. It is conceivable that this makes Calcutta so sensitive on the matter of the transfer. It is not to be supposed that the people of Calcutta feel the absence of the members of the Government of India more keenly than the lifting of the capital to another city on occasions of national importance.

The capital that has regularly to yield precedence to another city on occasions of national importance holds its title on precarious tenure, unless its position is established by strong advantage in the matter of economy and administrative convenience.

It is conceivable that this makes Calcutta so

COLONIAL GOVERNORSHIPS.

CLAIMS OF THE COLONIAL CIVIL SERVICE.

THE CORONATION OF THE KING OF SIAM.

ADDRESS OF THE CHINESE MERCANTILE COMMUNITY.

Following is a translation of an address presented by the Chinese Mercantile Community of Siam to the King of Siam upon the occasion of his Coronation.

May it please Your Majesty,

Having been elected to be their representative on this auspicious occasion, I humbly crave the liberty to present to Your Most Gracious Majesty the profound homage of the Chinese mercantile community here assembled.

We are all filled with gladness at being able to fulfil our sincere wish to offer Your Majesty our heartfelt congratulations in person on this joyful event of Your Majesty's Coronation.

At first, we had expected that we would have been favoured by being permitted to present ourselves before Your Majesty in the Royal Palace, which would have been in itself a sufficiently high honour to us. We had not the least thought that Your Most Gracious Majesty would deign to delay fatigue and make a Royal progress through the city to receive our loyal greetings in person in this place, which is the centre of the district where we have established our homes and commercial activities since many generations. By this gracious act, we realised the ever present consideration which your Majesty entertains for the personal convenience of your people, and we are one and all moved by a feeling of satisfaction and gratitude.

We desire to express to Your Majesty with heartfelt sincerity that the Chinese of every race and language who have come to make their homes in this Kingdom have for generations received nothing but the utmost encouragement and favour from every one of Your Majesty's Royal Ancestors, they have been permitted to pursue unimpeded and with every facility commerce and other means of livelihood, until prosperity has attended their efforts and allowed many of them to send support to their kindred in their native land of China. Many of the Chinese have also adopted Siamese nationality and entered the Buddhist priesthood and have been permitted to serve the Government as distinguished officials during several generations.

We are aware, Sirs, that in many foreign countries the laws made for their people are not always the same for the Chinese population; the latter are prejudicially discriminated against and placed upon an inferior footing to the rest of the populations. And even in the native land of our ancestors and of some of us, this state of injustice is not altogether absent. But in Your Majesty's Dominions, the Chinese have been granted the same privileges as the rest of the people and have not been subjected to any prejudicial discrimination on account of their race.

When we bear this fact in mind we can only feel extreme satisfaction and a deep sense of gratitude; for we all realise that in coming to seek our livelihood in Siam, we may confidently expect to be treated exactly as the people of the great Thai race are treated, enjoying the same laws without the slightest distinction. We can never forget the many acts of encouragement and kindly patronage we Chinese have received in times past and down to the present day from the Sovereigns of this Kingdom, the evidence of which can be no more conclusive than the loyal earnestness with which we have clung to become Your Majesty's faithful subjects.

Animated profoundly with the deepest feelings of gratitude and satisfaction for these blessings at the hands of Siam's great Monarchs in the past as well as the present, we now most respectfully present Your Most Gracious Majesty before Your Royal Presence our most heartfelt congratulations and homage of undying loyalty on this occasion of Your Coronation.

We earnestly pray that the Supreme Power which controls the destinies of mankind may preserve Your Majesty to be the great Ruler of the people of Siam, long to reign over us all. May Your Majesty's greatness and renown be manifest to all the world, and may you enjoy long life, and be honoured with all the greatest attributes which the Chinese race hold in the highest generation.

Long live the King!

Yours obediently,

FRANK SWETTENHAM.

London, November.

A PERILOUS VOYAGE.

THE N. Y. K. S. *Tambora*.

The N. Y. K. S. *Tambora*, which arrived at Shanghai last week from Seattle and Japan, had a very perilous voyage between Seattle and Yokohama.

The *Tambora* left Seattle on November 21, with twelve saloon, nine second-class, and 150 third-class passengers on board, and carrying a full cargo.

On November 26, when a little more than 1,100 miles out from Victoria, she encountered a furious hurricane.

At one time the ship was almost engulfed by a wave about eighty feet high, and the bow was wholly immersed for about three minutes.

Scarcely had it recovered when another giant wave came, which was apparently about one hundred feet in height.

The railings and other fixtures on the deck were swept away and in consequence the saloon and cabin were all invaded by the sea.

Six of the crew were injured, more or less seriously, and one, who was badly hurt about the head, is still in a critical state.

One of the boatswains was swept by a wave for about 180 feet and had one of his legs broken.

After reaching Yokohama, Mr. Parker, one of the saloon passengers, presented Captain Noda with a letter of thanks on behalf of his fellow-passengers, for successfully guiding and directing the steamer to the port of destination.

SHANGHAI LEGAL PRACTITIONERS AT LITIGATION.

MR. J. C. E. DOUGLAS.

Mr. J. C. E. Douglas, legal practitioner of Shanghai, has commenced an action against his former partner, Mr. N. C. Home claiming (1) an injunction to restrain the defendant from carrying on business in Shanghai as a legal practitioner for two years from August 11, 1911. (2) An account of all sums received by defendant in respect of business carried on by defendant, with payment to the plaintiff of the sum up to the date of the judgment in this action, or such other date as to the court may seem just.

(3) Costs and such further or other relief as to the court may seem just. The defence submits among other things that by custom and usage of the English Bar so far as the same is applicable, the court has no jurisdiction in respect of the subject matter of this action or any part thereof as between plaintiff and defendant or in regard to them or either of them.

The defendant also says so far as the agreement purports to restrain the defendant from practising law in Shanghai the same is void as being against public policy.

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GOODS.

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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

A MEETING of Members of the above Club will be held on WEDNESDAY, the 10th January, 1912, in the Offices of the JOCKEY CLUB, No. 3, Chater Road, at 12.30 p.m. For the Purpose of enrolling the following Special Resolution carried at the Extraordinary General Meeting of Members held on SATURDAY, the 23rd December, 1911, viz.:

"That the words 'KUANGWAN RACE CLUB' (Shanghai) be added to Rule 1 Part I of the Rules of Racing."

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 26th December, 1911. [1475]

HONGKONG JOCKEY CLUB.

NOTICE.

THE Dates of the ANNUAL RACE MEETING originally fixed for the 13th, 14th and 15th February, 1912, are altered to one week later, and the Race Meeting will be held on TUESDAY, 20th, THURSDAY, 22nd, and FRIDAY, 23rd, February, 1912, thereby coinciding with the usual Holidays following the Chinese New Year.

The Entries will close one week later than the date already fixed, viz., SATURDAY, the 26th January, 1912.

In all other respects the Programme as issued will stand.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 26th December, 1911. [1476]

WANTED.

AN ASSISTANT for a Hotel who would make himself generally useful, and look after the business of the Hotel. Must be reliable and sober. One acquainted with foreign languages preferred.

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Hongkong, 25th December, 1911. [1470]

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Hongkong, 24th October, 1911. [1288]

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Hongkong, 12th December, 1911. [1072]

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NOTICE.

WE HAVE this Day been appointed
AGENTS for the SWEDISH EAST
ASiATIC CO., LTD., Gothenburg.
ARTHUR NILSSON & Co.
Stockholm, 1st of November, 1911. [1444]

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WE HAVE this Day Established Ourselves as Import and Export Merchants
Commission and Steamship Agents.
ARTHUR NILSSON & Co.
Hongkong, 20th December, 1911. [1445]

NOTICE.

I HAVE this Day authorised Mr.
SOOMARBHOY MOYJEE to Sign
my Firm.

E. FABANEY.

Hongkong, 23rd December, 1911. [1467]

NOTICE.

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Hongkong, 27th March, 1910.

Hongkong, 14th July, 1911. [938]

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AUCTIONS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of
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day of December, 1911, at 3 P.M., at the Offices of
the PUBLIC WORKS DEPARTMENT, by Order of
HIS EXCELLENCE THE GOVERNOR, of One
Lot of CROWN LAND at Tai Ping
Shan, in the Colony of Hongkong, for a
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term of 75 years. [1437]

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THE Undersigned has received instructions
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PENWICK & CO., LTD., in Liquidation, to Sell
by Public Auction, TO-MORROW (THURSDAY) AND
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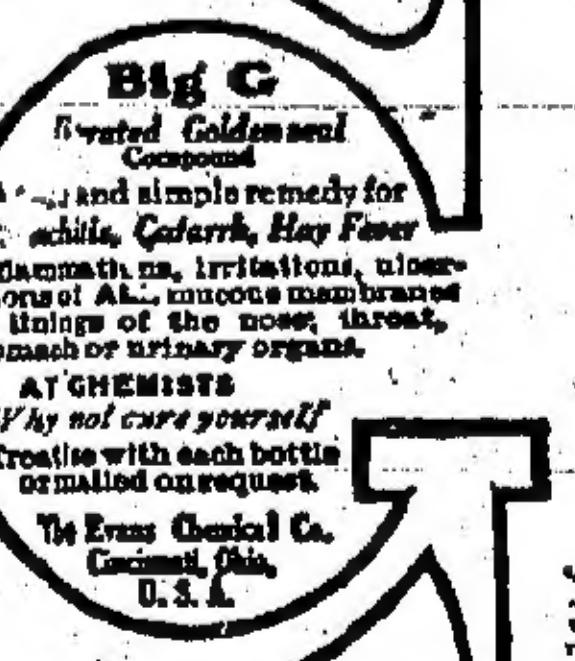
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and smooth.You can easily have a clear, velvety,
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"For Your Skin."This wonderful preparation quickly
removes freckles, redness, roughness,
cutaneous eruptions, and other disorders
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Kalydor handy and use it right and more
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For functional troubles, delay, pain
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103-3

II.

He was a slim Cantonese youth of sixteen; with the face of a Chinese angel, and a comprehensive knowledge of evil. On gala days, when he wore his costume of fine blue silk and his little crimson shoes with the curly toes, he was strangely pleasant to look upon, and made one think of Oriental fairy princesses—until one noticed his eyes. And then one thought of wicked genii.

Li's status on the big Rand gold mine was that of messenger, and when he was not sleeping on the compound office verandah or stirring up strife among his fellow-servants he was hitting to and fro carrying letters in a leather bag. He spoke real English, Li, picked up in the slums of Hong Kong, where his childish wits had been ground to razor edge on the whistosomes of trickery and vice, East and West, it would seem, had conspired to do their worst on him.

Doubtless, this was a novel experience for this Chinese giant to find himself a respectable wage-earner. Yet for a time Li accepted the subversion of his traditions, and even set himself to achieve a half-furtive reputation for virtue. He performed his work quickly and efficiently, and no instruction once given him was never forgotten. His curiosity was insatiable, and he rose to a new idea like a greedy trout to a fly. For the little Cantonese derelict an undreamt-of existence was opening out, all a-glitter with promise for the ambitious—as witness Chan Fat, the interpreter, who earned eighteen golden sovereigns a month, and spoke with Europeans as with equals! But the germs of lawlessness lurked in Li's blood, and change of environment failed to neutralise the poison. His first transgressions took the mild form of pranks played upon his companions. Pigtails were knotted together when weary passengers dozed, and Chinese crackers exploded mysteriously in the pockets of unsophisticated Kaffirs. Li's favourite victim was "Cabbage," the Shanghaan, who washed office floors and rendered other menial service.

Cabbage had all the raw native's honesty and more than his normal stupidity, such ideas as penetrated to his brain arriving apparently upside down. Time and again he would approach me, his black face comical with belligerent wrath, to make the terse, unvarying complaint: "Boss, Li no-dam-good!" Investigation on one occasion disclosed that the Cantonese had been winning his money in gambling games based on the "heads I win, tails you lose" principle.

Reprimands had no deterrent effect upon Li; he accepted them as he would a compliment—courteously, deferentially—and an hour later was in fresh trouble. At this time Captain A—, an official in the Foreign Labour Department and an eminent Orientalist, became interested in the boy, and on his visits to the mine often conversed with him. It was A— who gave me an inkling of Li's early history; he also assured me that, despite his lack of education, the young Chinaman showed indications of developing unusual intellectual powers.

"That little Chinese guttersnipe," affirmed the captain, "has a future before him; but whether as an expert criminal or merely as a revolutionary I won't venture to predict."

Not long after came Li's downfall; he stole money. The theft was audacious, and so adroitly committed that accident alone revealed the culprit. When taxed with his dishonesty, Li smiled a little and demanded proof, which was given. I remember him as he stood before his accusers—the slight, well-poised Eastern figure, the oval, girlish face with its small, vermilion mouth, the black eyes that sparkled wickedly.

"I must be big fool—like Cabbage," was all he said. Li was banished from the office and became a labourer underground.

There can be little doubt that Li not only deplored the forfeiture of his new-found respectability, but that he bitterly resented it. He grew sullen, and sought the company of the worst characters in the compound. His chafing spirit found outlet in the mere boyish escapades, but in serious revolts against authority. He exercised influence over many of his adult associates, and it afterwards transpired that he had organized a secret society among the more youthful malcontents with the avowed object of fomenting disturbances.

Such a course could have but one end. Li was convicted of being a ringleader in a riot resulting in the destruction of valuable mine property, and underwent a term of imprisonment. On release he suffered the last indignity—he was repatriated as an "undesirable"; and as a tragic climax to his brief career came official notification that he had committed suicide on board ship, and was buried at sea.

A dismal talk, you may say, and better left untold. But there is a sequel to it, and one with a truly Eastern flavour. I give it as it was given to me in a letter from China written by my friend A— late of the Foreign Labour Department:

"I was recently in the office of a well-known Hongkong merchant, and had occasion to speak to the cashier, a very capable young Cantonese. You may imagine my astonishment when I recognised him as Li, the young scampere, we knew on the Rand, and who should have been at the bottom of the China Sea! When I had assured him of my good will, he told me his story.

"It appeared that on the voyage to China Li was much exercised in spirit. His sojourn in South Africa had aroused new desires and ambitions at variance with his earlier propensities. He now perceived clearly that to win and retain men's confidence was the first step towards success—but how to retrieve, how to escape the stigma of 'undesirable'? A few days out from port his opportunity came. Only an Oriental could have recognised it as such and have successfully grasped it. A young Chinaman, an intimate of Li's and closely resembling him in appearance, committed suicide for reasons best known to himself. Before the ship's officials knew of the tragedy there was a mysterious interchange of clothing, papers, and identity between Li and his deceased companion; and when a body was consigned to the deep it was recorded, as being that of Li Hui, 'undesirable.'

Of course, many of the Chinamen knew of the little transaction, but the Europeans were comfortably ignorant of any irregularity. It was absurdly easy, Li said, especially as the dead man had no relatives to make inconvenient inquiries.

"So here was our young friend safely landed in Hongkong with a new name, a first-class character, and a great thirst for knowledge. Avoiding his ancient haunts, he soon obtained employment, and set himself resolutely to educate himself; and ever

[56]

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[1130]

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[993]

since he has been steadily climbing. He tells me that he has associated himself heart and soul with the reform movement (Chinese Imperialists use a different term), and he talks eloquently of an awakened and glorious China.

I can well believe it. Li always favoured winking-up tactics!

—*Pall Mall Gazette.* J.A.N.

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[127]

ON SALE.

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For Demand Draft on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 36 years
From 1874 to 1909.

Price 82 Cash. On Sale at the DAILY PRESS
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RECORDS 8000 VICTOR RECORDS FROM 50 CENTS. ROBINSONS.

[734]

MEN-OF-WAR ON THE CHIN AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 70 tons, 6 h.p., Lieutenant Marre, Saigon
Monteagle, armoured cruiser, (flagship) 8,167 tons, 36 guns, 13,800 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief)
Manchurian, surveying-ship, 1,625 tons, 7 guns, 900 h.p., Commander Ragnet de la Poche, Saigon
Monkton, destroyer, 900 tons, 7 guns, 6,300 h.p., Commander de la Roche Karandaon, Saigon
Clay river gunboat, 175 tons, 6 guns, 500 h.p., Lieutenant de Malenvallo, Upper Yangtze
Paiho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieutenant Phueh, Tongka
Perle, sub-marine, 70 tons, 60 h.p., Lieutenant Monnier, Saigon
Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortland, Hongkong
Protector, sub-marine, 70 tons, 60 h.p., Lieutenant Morris, Saigon
Redoubt, battleship (reservy), 9,330 tons, 37 guns, 6,200 h.p., Captain Dronst, Saigon
Styx, armoured gunboat, 1,800 tons, 8 guns, 1,800 h.p., Lieutenant Sariot, Saigon
Takou, destroyer, 240 tons, 6 guns, 6,500 h.p., In Reserve, Saigon
Vauban, torpedo-depot, Commander Mortland, Hongkong
Vetérane, torpedo-depot, Lieutenant Bihel, Captain Saint-Jacques
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieutenant Dumoulin, Siktang
GERMAN
Aracon, cruiser, 2,719 tons, Captain von Hipper, Anoy
Iltis, gunboat, 1,000 tons, 10 guns, Captain Lenz
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wehner
Leipzig, cruiser, Captain Engel
Luchs, gunboat 850 tons, 10 guns, 1,244 h.p., Captain Bolken
Scharnhorst, armoured cruiser (flagship) 11,420 tons, 52 guns, 26,000 h.p., Captain Zar See Massa
Monte, gunboat, 1,070 tons, 6 guns, 1,200 h.p., Lieutenant H. Marry, Hankow
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Commander B. O. M. Davy, Hongkong
Mindanao, armoured cruiser (flagship) Vice-Admiral Sir A. L. Winship, K.C.B., C.V.O., C.M.G., 14,600 tons, 10 h.p., 27,000 h.p., Captain G. C. Cayley, Hongkong
Monmouth, armoured cruiser, 9,800 tons, 12 h.p., 22,000 h.p., Captain L. E. Power, M.V.O., Hongkong
Moors, river gunboat, 85 tons, 2 guns, 240 h.p., Lieutenant Comdr. G. P. Corlett, West River
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieutenant Comdr. J. S. Tyndall, West River
Rosario, depot ship for Submarines, 920 tons, 1 h.p., 1,400 h.p., Lieutenant N. E. Archdale, Canton
Sandwich, river gunboat, 85 tons, 2 guns, 240 h.p., Lieutenant Comdr. E. J. J. Southby, West River
Serpent, river gunboat, 85 tons, 2 guns, 240 h.p., Lieutenant Comdr. G. J. J. Southby
Sulphur, river gunboat, 85 tons, 2 guns, 240 h.p., Lieutenant Comdr. G. P. Corlett
Taku, torpedo boat destroyer, 305 tons, 1 h.p., 6,000 h.p., Commander E. J. Trillo, R.N., Hongkong
Tiger, receiving ship, 4,650 tons, 6 guns, 1,200 h.p., Commodore Herbert, Hongkong
Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieutenant Comdr. Hon. Guy Stophord, Chung-kiang
Thistle, gunboat, 710 tons, 900 h.p., Lieutenant Comdr. M. B. Ball, Hamilton, Hankow
Whale, gunboat, 1,000 tons, 1 h.p., Lieutenant Comdr. R. L. Hancock, Hongkong
Whiting, torpedo boat destroyer, 360 tons, 10 h.p., 5,900 h.p., Lieutenant Comdr. G. B. Hartford, Yangtze
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieutenant Comdr. M. H. Waddington, Kiating
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieutenant Comdr. M. B. R. Blackwood, Yangtze
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieutenant Comdr. G. F. A. Muirhead, Hankow
Monitor, 4,100 tons, "Monstuck", 4,000 h.p., Commander G. F. A. Muirhead, Hankow
Submarines:—
No. 37, Godfrey Herbert, Lieutenant-Comdr.
No. 38, A. A. L. Ferrier, Lieutenant-Comdr.
No. 38, J. R. A. Codrington, Lieutenant-Comdr.
Sands, Pompey.

AUSTRALIAN

Kaiserv Elisabeth, Austrian protected cruiser, 4,000 h.p., Kapitänkapitän Oskar Hansen, Northern Waters
Pauliberg, third class cruiser, 1,520 tons, Freigrafenkapitän, Theodor Skerl Ed. von Schmidtheim
PEKING
Peking, armoured gunboat, 1,820 tons, 9 guns, 1,700 h.p., Lieutenant Bertrand, Saigon
Algiers, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong
Alouette, gunboat, 600 tons, 7 guns, 400 h.p., Commander Bedin, Saigon
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieutenant Anderson, Saigon
Bainmette, gunboat
Cimarron, gunboat, 140 tons

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, December 2, 1911.
MESSRS. LYALL AND EVATT'S LIST.

	Buyers.	Sellers.	Date.
2s Allstar	249	355	
2s Options	91.6		
2s Anglo-Java	48	49	
2s Anglo-Johor	5.3	6.6	
2s Anglo-Malaya	14.3	15.6 x.d.	
2s Anglo-Sumatra	55	67.6 x.d.	
1 Ayer Kuning	14.6	21.4	
1 Bentong	40.4	46.6	
2s Batu Malaka	110.2	124	
2s Batu Caves	19.3	22.6	
1 Batu Pagi	63.5	71.8 x.d.	
1 Bentor Poorous	15.3	18.9	
1 Bukit Kajauk	4	42.6	
1 Bukit Latang	70.4	80.4	
2s Bukit Martapang	2.3	2.9	
2s Bukit Rajah	200.4	212.6	
2s Bukit Selangor 13 pd.	18	34.7	14.6
2s Canggih United 13 pd.	97.6	116.3 x.d.	
1 Castell	3.4	1.6	
2s Cheras	1.2	1.3	
2s Chempol	27.6	31.6	
2s Cicely Old	28.4	32.4	
2s Consolidated Malay	12.6	14.4	
2s Damansara	91.8	100.4	
1 Desa town	22.6	25.9	
2s Edinburgh	84	92.5	
2s Federated Selangor	165.8	182.4	
2s Gedung Besar	3.10	4.6	
2s Gombak	67.6	77.4	
2s Gomerong	70.4	82.6	
1 Gomerong Hope	6.6	7.1	
1 Hajipan	165.4	182.6	
1 Harpenden	4.4	4.8	
2s Haward	65.4	69.1 x.d.	
2s Highlands & Lowlands	132.9	135.5 x.d.	
1 Ina Kenneth	1.3	1.4	
2s Jelutong	54	10.4 pm.	
2s Johore R. Lands 10 pd.	10.4	13.6	
1 Juru	9.1	11.4	
2s Kampung Kwantang	2.3	3.9 pm.	
2s Kannang 13 pd.	4.4	5.6 x.d.	
2s Kapur Park	117.6	131.5	
1 Kapitogula	10.4	10.4	
2s Keng	100.8	115.4	
2s Kota Tinggi	181.1	2.2	
2s Kuala Lumpur	116.10	126.4	
2s Lai (P.M.S.)	8.8	8.4	
2s Landrum	61.3	70.4 x.d.	
1 Ledbury 1 pd.	50.4	58.2 x.d.	
2s Linggi Ord.	31.1	35.9	
2s London Asiatic	8.6	9.4	
2s London 16 pd.	5.9	9.6 pm.	
1 Malacca 7.4% Prof.	203.9	215.8	
1 Matang	215.3	228.4	
2s Merlimau	5.9	6.9	
2s Merlinus	1.3	1.5	
2s Mount Austin	35.4	39.4	
1 N.Hummingbird 19 s.	55.4	65.4 pm.	
2s Padang Jawa	2.2	2.6	
2s Patang	3.4	3.6	
2s Palembang	3.4	4.4	
2s Parak	5.9	6.9	
2s Permata	1.6	2.0	
2s Port Dickson 16 pd.	21.3	25.4	
2s Rembia Prof.	32.6	40.3 pm.	
2s R.E. East of Krian 15 pd.	2.7	3.8	
2s R.E. East of Krian Prof.	5.3	6.4 pm.	
2s R.E. K. Invest Trust 10 pd.	175.4	206.4	
2s Sagra	2.9	2.5	
1 Saigon	82.6	91.3	
2s Saiford	37.6	41.1	
2s Salingor	2.5	3.0	
2s Sandakan	52.6	57.6	
2s Sarawak	35.4	40.4 x.d.	
2s Sarawak Borneo	2.6	21.0 x.d.	
2s Sarawak S. Borneo	4.8	41.1	
2s Siamatra Para	74.4	83.4	
2s Sungai Choh	9.3	10.4	
2s Sungai Kapur	25.3	26.4	
2s Sungai Krian Prof.	65.4	75.4	
2s Sungai Sakai	88.9	100.4	
1 Sangi Way	1.6	1.8 pm.	
2s Tanjung Malmi 126 pd.	10.8	12.6	
1 Tanjung Prof.	52.6	57.6 x.d.	
1 Tefrau	85.4	95.3	
2s Trembya	87.6	97.6	
1 United S. rdong	19.4	22.6	
1 United Sia Butong	2.4	2.9	
2s United Sumatra	8.8	10.4 pm.	
2s United Tengkuang 13 pd.	1.3	1.5	
2s Vidi' Or	1.9	2.3	
2s Yamabros	23.6	25.4	
2s Yam Song	6.9	7.7	
2s Aler Gajah	81.30	1.35	
10 Ayer Hitam	30.00	35.00	
1 Ayer Kuning	0.65	0.70	
1 Ayer Melok	1.60	1.75	
5 Ayer Panes	4.65	4.80	
5 Ayer Panes	7.50	7.75	
1 Bakut Timah	10.0	11.0	
10 Bakit K. B.	0.65	0.72	
10 Changkuat Serdang	5.50	5.7	
10 Chornas, 28 pd.	2.02	2.75 pm.	
10 Chornas, 28 pd.	4.65	5.10	
10 Dulf...	1.25	1.30	
5 Glensley	5.50	6.00	
5 Hoyer	150.00	150.00 (pd.)	
10 Henrietta, \$9 pd.	4.0	5.00	
10 Indrigiri	0.25	0.30	
1 Jimah	3.25	4.10 x.d.	
5 Kelorak, \$4 pd.	1.75	2.00	
5 Kemps	1.00	1.30	
5 Lunda	0.57	0.60	
2 Malaku Pinda	1.80	1.85	
5 Mantin, 4.25 pd.	1.00	0.50 dis.	
5 Mar...i	2.07	2.12	
2 New Sorendah	4.50	4.90	
5 New Singapore	0.20	0.25	
1 Nyalas...	8.00	8.10	
5 Pakam...	0.85	1.90	
10 Pakati...	26.25	26.50	
10 Pakau Bulang	\$2.50	1.50	1.25 dia.
10 Pakau Bulang	0.45	0.50	
10 Pakau...	8.50	9.50	
5 Pakau...	14.50	15.00	
2 Sandayork...	8.70	9.10 x.d.	
2 Singapore & Johore	0.70	0.80	
2 Singapura & Johore	15.00		
10 St. Helena	0.50	0.52	
1 Tamjauak	4.05	4.25	
5 Teluk Anson	0.65	0.75	
2 Teluk Anson	0.45	0.50	
1 Ula Pandan	1.05	1.05	
1 United Malacea	0.50	0.52	
1 United Singapore	1.05		
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NOTICE TO CONSIGNEES.

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Goods are being landed at their risk into the

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Hongkong and Kowloon Wharf and Godown

Co., Ltd., whence and/or from the wharves,

delivery may be obtained.

Goods not cleared by the 25th inst. at 9 A.M.

will be subject to rent.

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Hongkong, 13th December, 1911. [1415]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

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Goods are being landed at their risk into the

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Hongkong and Kowloon Wharf and Godown

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be examined on SATURDAY, 21st Dec, at 10.00 A.M.

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A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

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KOREA	10,000	Tons.. Starting	12th Jan. at 1 P.M.				
SIBERIA	10,000	" "		27th Jan. at 1 P.M.			
MANCHESTER	27,000	" "		SATURDAY 10th Feb. at 1 P.M.			
MONGOLIA	27,000	" "		SATURDAY 2nd March, at 1 P.M.			
KOREA	18,000	" "		TUESDAY, 2nd April, at 1 P.M.			

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PERSIA	9,000	Tons.. Starting	5th Jan. at 1 P.M.				
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LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

48

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.)

FOR MANILA.

1912 1912
SUVERIC ... 9th Jan. KUMERIC ... 3rd Jan.

To be followed by other Steamers of the Company at regular intervals.
Call in at AMoy and KEELUNG if sufficient
inducement offers.

The RANK LINE Steamers are of the Newest Design,
have most Convenient Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to Americas and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 780, KING'S BUILDING, Praya Central.

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

F.S. "TUNNIFIC" ... 3,000 tons ... to be despatched End January, 1912.
F.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

10th January, 1912.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS. FROM CALCUTTA:

Next Departure.
For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, 31st October, 1911.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJITAROEM	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIBODAS	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJIPANAS	JAVA	Second half of Jan.	JAVA	Second half of Jan.
TJILATJAP.	JAVA	Second half of Jan.	SHANGHAI	Second half of Jan.
TJIMANOEK	JAVA	First half of Feb.	JAPAN	First half of Feb.
TJIMAHII	JAVA	First half of March.	JAVA	First half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Hongkong, 23rd December, 1911.

SHIPPING IN PORT.

STEAMERS

BARON BALFOUR, British str., 2,552. G. L. Symond, 23rd Dec.—New York, Kerosene oil—Standard Oil Co.
BENCLEUCH, British str., 2,679 MacMillan 21st Dec.—Singapore 22nd Dec., General—Gibb, Livingston & Co.
CALCHAS, British str., 4,278 Jas Wat Walker, 23rd December—Shanghai 20th December, General—
CLARA-JERSEN, German str., 1,103. A. Uldeup, 20th Dec.—Hokow 18th Dec., General—Johnson & Co.
CHOISING, German str., 1,021. T. V. Brug, 23rd December—Bauchok 12th December, General—Butterfield & Swire.
DENVER, British str., 1,552 Jenkins, 23rd December—Saigon 19th Dec., General—Man Pat.
FRI, Norwegian str., 860. C. Wagle, 16th Dec.—Swatow 16th Dec., General—Aagnard, Thoresen & Co.
GERMANIA, German str., 600. Johnson, 20th Dec.—Korso 16th Dec., Copra—Stimson & Co.
ICHANG, British str., 1,228. R. Lewis, 19th Dec.—Tientsin and Swatow 18th Dec., Nants—Butterfield & Swire.
KAIYU, British str., 987. M. Sidford, 22nd Dec.—Cobon, Ilculo and Manila 19th Dec., Hopm, Tabaco and Sundries—Butterfield & Swire.
KASHING, British str., 1,143. H. E. Lever, 20th Dec.—Tientsin and Swatow 18th Dec., General—Butterfield & Swire.
KIRIN MARU, Japanese str., 2,561. M. Dazai, 20th Dec.—Singapore 12th Dec., General and Cotton—Nippon Yusen Kaisha.
KUTANG, British str., 4,395. R. C. D. Bradley, 19th Dec.—Moli 15th Dec., General—Jardine, Matheson & Co.
LIGHTNING, British str., 2,122. E. P. Smith, 19th Dec.—Shanghai 12th Dec., General—David Sassoon & Co.
MARIE, German str., 1,169. H. Schellhauer, 18th Dec.—Seigun 12th Dec., General—Johnson & Co.
MACSANG, British str., 1,344. G. S. Watson, 25th Dec.—Sunakkan 15th Dec., General—Jardine, Matheson & Co.
MICHAEL JESEN, German str., 951. T. Petersen, 23rd Dec.—Pahkot 24th Dec., General—Johnson & Co.
MONTEAGLE, British str., 6,163. W. Davison, R.N.R., 26th Dec.—Shanghai 17th Dec., C. P. R. Co.
ONSANG, British str., 1,737. Smith, 18th Dec.—Chingwanta 11th Dec., Coal—O. E. & M. Co.
POTTER, British str., 3,878. T. Davis, 22nd Dec.—Singapore 11th Dec., General—
SEVERIN, British str., 4,011. F. S. Casley, 15th December—Victoria 13th Nov., General—Bank Line.
SHUNTAI, British str., 1,031. Hoppold, 21st Dec.—Chefoo 13th Dec., Bank—Butterfield & Swire.
SINGAPORE, British str., 6,163. W. Davison, R.N.R., 26th Dec.—Shanghai 17th Dec., General—Johnson & Co.
TAKIWA, British str., 3,318. N. McDonald, 21st Dec.—Yakohama 15th Dec., Kerosene oil—Standard Oil Co.
TESSER, British str., 3,878. T. Davis, 22nd Dec.—Singapore 11th Dec., General—
TOYO KISEN KAISHA

YORK BUILDINGS TOP FLOOR

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... On 2nd January.

KOBE & MOJI, "YEDDO" ... 7,200 ... About 7th February.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

461 YORK BUILDINGS TOP FLOOR

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "CANTON" ... 6,500 ... On 2nd January.

KOBE & MOJI, "YEDDO" ... 7,200 ... About 7th February.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA.

12th Jan. 1912 Saturday, 3rd Feb. Saturday, 23rd Feb. Saturday, 16th Mar.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., AGENTS.

1262]

TOYO KISEN KAISHA

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)</

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE	NYANZA	About 29th Dec.	Freight and Passage.
AND YOKOHAMA	Capt. H. N. Rivers, R.N.		
LONDON and ANTWERP	S. S. BRASILIA	10th Jan.	Freight and Passage.
VIA SINGAPORE, PE.	SYRIA		
NAGO, COLOMBO, PORT SAID and MARSEILLE	Capt. R. A. Peters		
SAID and MARSEILLE			
For Further Particulars apply to	F. A. HEWETT, Superintendent.		
Hongkong, 25th December, 1911.			[1]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 27th Dec., Noon.
SWATOW, AMOY & SHANGHAI	"NINGPO"	On 27th Dec., Noon.
SHANGHAI	"CHENAN"	On 28th Dec., 4 P.M.
AMOY, NINGPO and SHANGHAI	"KWANGSE"	On 28th Dec., 4 P.M.
SHANGHAI	"LINAN"	On 30th Dec., Midnight.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL"		
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"	Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.		
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
REDUCED FARES:—SINGLE \$45.....RETURN \$75.		
For Freight or Passage apply to—	BUTTERFIELD & SWIRE,	
Hongkong, 27th December, 1911.	AGENTS.	[10]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Thursday, 26th Dec., 3 P.M.
SHANGHAI, KOBE AND MOJI	"FOOKSANG"	Friday, 29th Dec., Noon.
SANDAKAN	"MAUSANG"	Saturday, 30th Dec., Noon.
MANILA	"LOONGSANG"	Saturday, 30th Dec., 2 P.M.
MANILA	"WINGSANG"	Saturday, 6th Jan., 2 P.M.
RETURN TOURS TO JAPAN,		
(OCCUPYING 24 DAYS).		
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong.		
These vessels have all modern improvements and are fitted throughout with Electric Light.		
A duly qualified surgeon is also carried.		
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.		
+ Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.		
I Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Urukau, Jesselton and Labuan.		
Telephone No. 215, Sub. Exch. 4.		
For Freight or Passage, apply to—	JARDINE, MATHESON & CO., LTD.,	
Hongkong, 25th December, 1911.	GENERAL MANAGERS.	[15]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).
STEAMSHIP CAPTAIN LEAVING
"HAICHING" ... | Capt. W. C. Fassmore ... | FRIDAY, 29th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Eleke Pier).
For Freight and Passage, apply to—

DOUGLAS, LA PRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 25th December, 1911.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFAHETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SILESIA	1st Jan.
S.S. AMBRIA	15th Jan.
S.S. GOLDENFELS	24th Jan.
S.S. SUEVIA	8th Feb.
S.S. FUELT BELLOW	20th Feb.
S.S. BELGRAVIA	1st Mar.
S.S. SACHSEN	16th Mar.
S.S. C. FERD. LAEISZ	3rd April.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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For Freight and Passage apply to—

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb. 1912.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 8th March, at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 29th December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUNATEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYODA MARU	17,500	T. S. Bent	TUESDAY, 13th Feb., at Noon 1912.
BYO MARU	10,500	T. S. Bent	TUESDAY, 9th April, at Noon.
HONGKONG MARU	14,000	T. S. Bent	FRIDAY, 7th June, at Noon.

THE Steamer "KIYODA MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 13th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
VALPARAISO	£57-0-0

FARES by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
CHICAGO	£25-0-0
NEW YORK	£36-10-0
LONDON VIA NEW YORK	£40-0-0
Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.		

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurios in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier),

339

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION:

DESTINATIONS

STEAMERS TONS SAILING DATES

MARSEILLE, LONDON and ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID ...

KITANO MARU 9,000 (WED'DAY, 3rd Jan., at Daylight)

IYO MARU 7,000 (WED'DAY, 17th Jan., at Daylight)

VICTORIA, B.C. and STAMBA MARU 7,000 (TUESDAY, 2nd Jan., at Noon)

SEATTLE VIA SHANGHAI, SEAWAR MARU 7,000 (TUESDAY, 30th Jan., at Noon)

VICTORIA, B.C. & SEATTLE, SADOMARU 7,000 (SATURDAY, 27th Jan., from Kobe)

SPECIAL OFFER!

HOEHL

CHAMPAGNE

Gout Americain.

FOR

X MAS and NEW YEAR'S DAY.

You must have your

HOEHL CHAMPAGNEwhich will be OBTAINABLE DURING the month
of DECEMBER ONLY:

at the following REDUCED PRICES:

Cases @ 12 Quarts.....\$33.00 (instead of \$36.00)
@ 24 Pints.....\$35.00 (instead of \$38.00)
CASES @ 12 PINTS.....\$17.50 (instead of \$19.00)

(Household packing)

DELIVERY FREE to any House in the
Hill-District, Central-City and Kowloon.
CONDITION: CASH ON DELIVERY.Obtainable from the Sole Representative for Hongkong and
South China:**HUGO C. A. FROMM,**
QUEEN'S BUILDINGS, 3RD FLOOR. TEL. NO. 960.
Hongkong, 13th December, 1911. 1670

POST OFFICE NOTICE

NEW YEAR HOLIDAY.

The Post-Office will be open on Monday, the 1st January, from 8 to 9 a.m. only.
In the event of the arrival of the French Mail from Europe on the 1st January the Post
Office will be open one hour for the delivery thereof.
There will be one delivery and one collection of letters each day as on Sunday.
The Money Order Office will be entirely closed.

The Person, with the American Mail, is due to arrive here to-day.

FOR
NAGASAKI, KOBE, YOKOHAMA, VICTORIA
and TACOMA and Shanghai

PEER. DATE

Wednesday, 27th, 9.00 A.M.

Wednesday, 27th, 10.00 A.M.

Wednesday, 27th, 10.00 A.M.

Printed Matter and Sam-

ples

Registration

(Registration with late

fee of 10 cents, up to

to 10.45 A.M.)

Registration

Kowloon B.O.

10.00 A.M.

No late fee

Letters

11.00 A.M.

Wednesday, 27th, 1.15 P.M.

Wednesday, 27th, 2.00 P.M.